



Historic Gloucester

Newsletter of the

**GLOUCESTER
HISTORICAL
SOCIETY**

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Shown above is the final train of the Ottawa and New York Railway
at Ottawa on February 14, 1957

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President's Report

By Glenn Clark

Whew! Covid has really put a wrench in the works. So much of GHS operations is dependant on face to face meetings with our members and the public at various events. But that has become almost impossible. I am so grateful that we were able to hold our Annual General Meeting on September 20, 2020 at the Pat Clark Community Centre and that we made quorum. I give my thanks to Pauline McNally for her informative presentation on 'Cyrville Yesteryear'. It was filmed so a link will be posted on our website soon. At the meeting, we also inaugurated our new audio-visual system. For the most part, I was happy with how it operated.

We have also recently interviewed Gladys Wicker about her memories of growing up in Overbrook and we videoed extra scenes in that neighbourhood, on what was a delightful and warm autumn afternoon. The Wicker sisters were so happy going down memory lane. I look forward to seeing how that video comes together.

We have also submitted our grant application for 2021 to the City of Ottawa. So, we have been checking off our obligations for 2020, one by one. It has been difficult, but we are getting things done.

I hope that you enjoy the story contained in this Newsletter. There are always more interesting stories to tell about Gloucester history. I am already considering ideas for our final 2020 newsletter, which will be ready before Christmas.

We are starting to look forward to the New Year realizing that we will be facing Covid challenges and limitations for the foreseeable future. I wish everybody the best and I hope all of you will avoid the Covid virus.

**THE GLOUCESTER HISTORICAL SOCIETY HISTORY ROOM WILL BE OPEN TO THE PUBLIC
BY APPOINTMENT ONLY DURING THE PANDEMIC**

LOCATION: 4550B BANK STREET (ENTRANCE AT LEITRIM ROAD)

FOR MORE INFORMATION CONTACT Mary Boyd at 613-521-2082 or boydmary172@gmail.com

Historic Gloucester is published by The Gloucester Historical Society. It is intended as a Newsletter to members of the Society to provide interesting articles on Gloucester's past and to keep them informed of publications available, upcoming events and other items of general interest. Comments and suggestions regarding the Newsletter are always welcome.



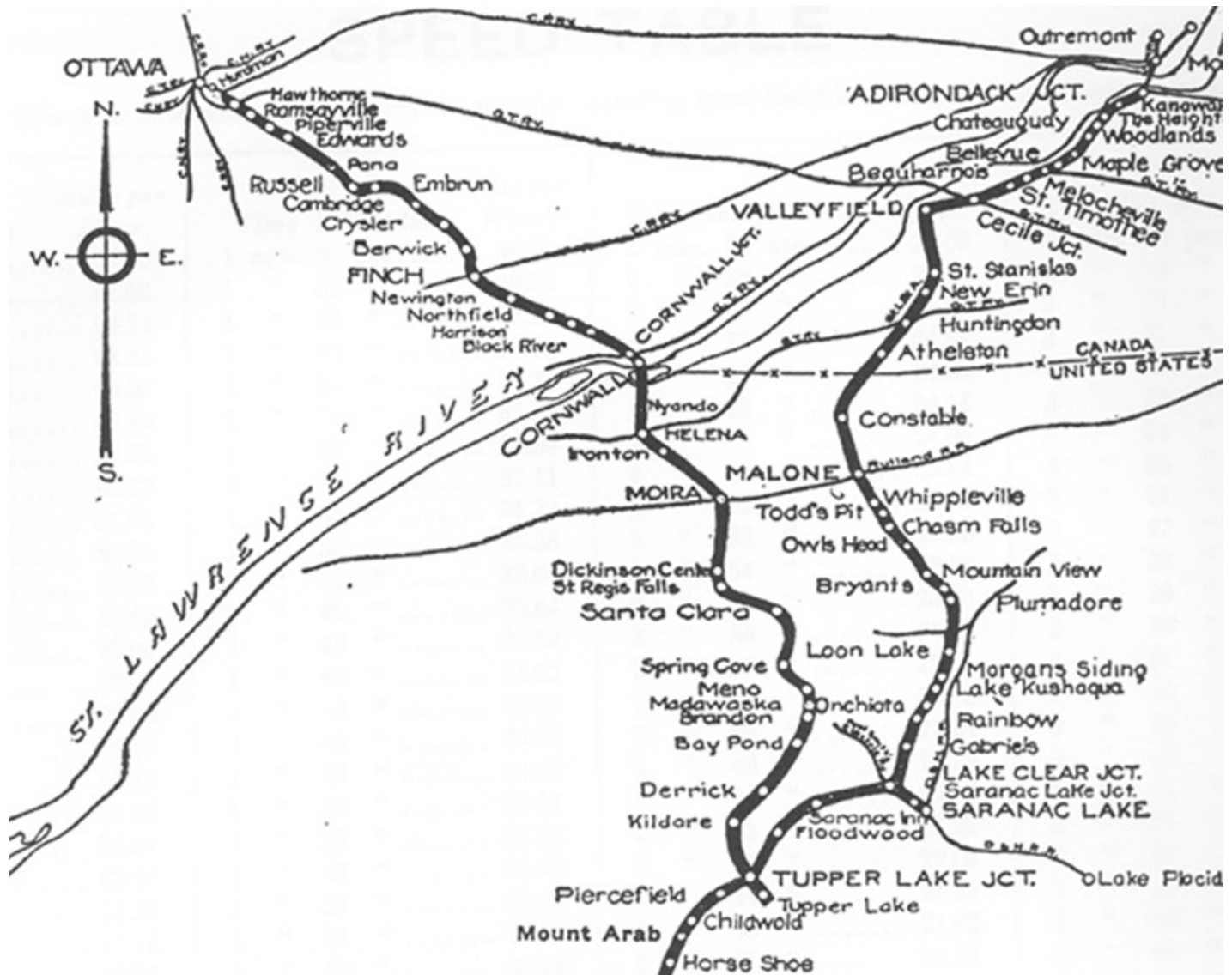
Gloucester Historical Society gratefully acknowledges the financial support of the City of Ottawa.

A Railway Doomed to Failure, and Cursed with Accidents The Ottawa and New York Railway

By Glenn Clark

This is the story of one of the many railways that once crossed Gloucester Township, the many construction tragedies, and its final demise related to a major event in Canadian history.

Railway Map



The Beginnings in the United States

It began as a fully American railway, known as the Northern and Adirondack Railway. Construction began in 1883 and was completed in 1888. It served the lumber industry of upper New York state, but forests were soon depleted, and business declined. The line originally ran from Tupper Lake Junction to Moira, New York, a distance of 54

miles. The original owner was forced to sell in 1895 and it was then renamed the Northern New York Railway with president, Mr. Charles B. Hibbard of Moira, New York. Soon after, investors looked northward to Canada and viewed the more fertile land of Eastern Ontario and its farm products that would offer a more stable source of revenue than the lumber industry.

The Beginnings in Canada

Another railway, named the Ontario (and) Pacific Railway was incorporated in 1882. Its planned route was from Cornwall to Ottawa and from Arnprior to Sault Ste. Marie with a branch line to Smiths Falls and possibly Carleton Place or Almonte. American interests were considering contracting to build the line [*Ottawa Citizen*, July 13, 1883 p.4].

Construction Bonuses

On April 8, 1897, Mr. Charles B. Hibbard met with the Ottawa Board of Trade concerning the Ontario Pacific Railway and a potential connection between Ottawa, Cornwall and onward into New York state. This was to provide a significantly shorter routing for passengers and freight destined for Cornwall and New York City than offered by existing railways and further offered significantly cheaper delivery costs for coal to the city. Mr. Hibbard was promoting the railway and its benefits and suggested a \$150,000 construction bonus to build the line into Ottawa [*Ottawa Journal*, April 9, 1897 p.7]. On May 13, 1897, the Finance committee recommended that a by-law be presented to ratepayers to provide a \$75,000 bonus for building the railway [*Ottawa Citizen*, May 14, 1897 p.7]. On April 29, 1897, the railway formally changed its corporate name to the Ottawa and New York Railway Company with a bill to be presented to Parliament in the near future [*Ottawa Journal*, April 29, 1897 p.8]. That bill passed in the House of Commons on May 22, 1897 [*Ottawa Citizen*, May 22, 1897 p.2]. An initial municipal vote for the bonus failed on June 24, 1897. The town of Cornwall with a population of just 8,000 had agreed to a \$35,000 bonus [*Ottawa Citizen*, June 24, 1897 p.5, *Ottawa Journal*, June 25, 1897 p.6]. This was followed by a second municipal vote on January 3, 1898 that was successful with a 928-vote plurality [*Ottawa Journal*, January 4, 1898 p.3]. A revision to the incorporation of the Northern New York Railway renaming it the New York and Ottawa Railway and allowing a connection with its Canadian counterpart was obtained from the New York State Legislature, also in 1897 [*Ottawa Citizen*, December 23, 1904 p.4, *Ottawa Journal*, November 22, 1902 p.9].

Railway Construction

Construction was to begin in August 1897 and proceeded quickly [*Ottawa Journal*, August 17,

1897 p.7]. It was reported in the *Ottawa Journal* on August 30, 1897 (Page 7) that the plans had been submitted to the registry office allowing expropriation to begin within 10 days. The line was to run parallel to the Canada Atlantic Railway for 4 ½ miles east of the Rideau River. Construction had broken ground in Cornwall on August 23rd and 45 miles of rail bed was expected to be ready for rail installation by the end of September. The crib for Pier 2 on the south international bridge (between Cornwall Island and New York State) was installed on September 18th with masonry work to begin shortly. That pier would later have disastrous impact on the bridge. [*Ottawa Journal*, September 20, 1897 p.1]. The rails and ties were being unloaded at South Finch on September 23, 1897, which were to be laid the following week. The bridge concrete abutments had already been installed and the first crib for the south bridge was to be sunk the next day. The iron work for the north bridge (between Cornwall Island and the Town of Cornwall) had already been delivered to Ogdensburg, New York and would be moved by barge to Cornwall within a few days [*Ottawa Journal*, September 23, 1897 p.7].

The First Tragedy

But construction was not uneventful, and the first tragedy struck on October 5, 1897 when an enormous 130-foot wooden tower collapsed at the Cornwall canal, crushing one man. The tower was designed to hold a cable for transporting stone, cement and other material for building the stone piers for the new railway bridge over the Cornwall Canal [*Ottawa Citizen*, October 7, 1897 p.1].

By November 1st, grading of the entire line between Ottawa and Cornwall was expected to be completed by November 10, 1897, with rails already installed between Crysler and within 10 miles of Cornwall. Already 2 cars of freight had been delivered to Montreal from Crysler with more freight waiting for completion of the line, optimistically expected on December 1, 1897. Pier 1 of the south bridge was already several feet above the water line, and it was expected to be completed within 10 days [*Ottawa Citizen*, November 2, 1897 p.2].

Dispute Over Access to Ottawa's Central Depot

A dispute arose with the Ottawa, Arnprior, and Parry Sound Railway, and the Canada Atlantic Railway both owned by Mr. J.R. Booth concerning

access of the new railway to the Central Depot, which was later the location of Union Station [*Ottawa Journal*, December 10, 1897 p.7]. This delayed completion of the line into Ottawa [*Ottawa Citizen*, February 8, 1898 p.1]. On June 10, 1898, Mr. Charles B. Hibbard explained that the railway was completed to within 12 miles of Ottawa, good progress was being made on the Cornwall bridges and all that was needed was an agreement for the use of the Central Depot, and that was hopefully going to be settled the following day by the Railway Committee of the Privy Council [*Ottawa Citizen*, June 10, 1898 p.1]. On the previous day, new plans for the railway approach into Ottawa were filed and indicated that Ottawa and New York Railway would cross the Canada Atlantic Railway at Hawthorne and would run parallel to it towards the city [*Ottawa Journal*, June 9, 1898 p.7]. On June 11th, the Railway Committee granted an interim order allowing both the CPR and the Ottawa and New York Railway to use the Central Depot with a payment by each railway of \$1,500 per month to Mr. Booth and with the understanding that this amount would not be used in negotiating a final settlement for use of track and the station [*Ottawa Journal*, June 11, 1898 p.7]. The matter was finally settled by the Railway Committee on November 9, 1898 when it was determined that the \$1,500 monthly payment was excessive and that the charge for sharing the station and track would be on a 'wheelage' basis. This would more fairly distribute costs of maintaining the track and station to the various railways. Mr. J.R. Booth commented that if this were the resolution, he would not have moved from the former Elgin Street station location a few years earlier [*Ottawa Journal*, November 10, 1898 p.8].

The Second Tragedy

But trouble continued to plague the line when on June 10, 1898, a construction train with 22 cars loaded with gravel hit an open switch leading to a temporary siding at Embrun. The locomotive derailed and rolled down a steep embankment, pulling the first 10 cars off the track. The engineer jumped and suffered minor injuries, but the fireman was killed. Three other railwaymen who rode on the first gravel car were killed instantly and buried in mountains of gravel. It took hours to extract their bodies [*Ottawa Journal*, June 11, 1898 p.1].

The Opening of the Line

Opening day was July 29, 1898 when passenger service commenced between Ottawa and

Cornwall. The construction of the three bridges between Cornwall and New York State was still ongoing. This included a span over the Raquette River in New York State, the south international bridge, and the north swing bridge over the Cornwall Canal [*Ottawa Citizen*, July 29, 1898 p.1]. Initial service ran from the Sussex Street station in Ottawa, with stops in Edwards, Russell, Embrun (St. Onge), Crysler, Berwick, Finch, Newington, Black River and Cornwall [*Ottawa Journal*, September 24, 1898 p.11]. On November 28th, an additional station was added at Cornwall Junction [*Ottawa Journal*, December 1, 1898 p.2]. Trains finally began running into Ottawa's Central Depot on March 20, 1899 [*Ottawa Citizen*, March 20, 1899 p.1M]. Flag stations were later added in Gloucester Township at Hawthorne, Ramsay's Corners (Ramsayville), and Piperville and were known to be in use by 1911 when the department store, A.E. Rae & Co. Ottawa Ltd. offered free train fares to all regional shoppers with a minimum purchase [*Ottawa Citizen*, April 17, 1911 p.3]. It is likely that those Gloucester township stations opened not long after the turn of the 20th century [*Ottawa Journal*, July 23, 1900 p.7].

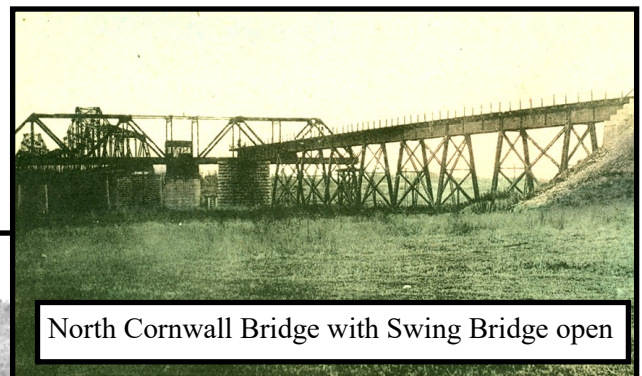


The Third Tragedy Followed Blessing of Line

Unfortunately, tragedy struck yet again when the south international bridge collapsed on September 6, 1898 at about 12 Noon [*Ottawa Citizen*, September 6, 1898 p.1]. Fourteen construction workers (later reported as fifteen) were killed and seventeen injured, when a stone pier with a concrete foundation was washed out causing two of the three spans of the bridge to collapse. The bridge was approximately 1500 feet long and the water current at the location was fast. The two north spans were completed, and all the injuries and fatalities were of workmen on the incomplete south span connecting

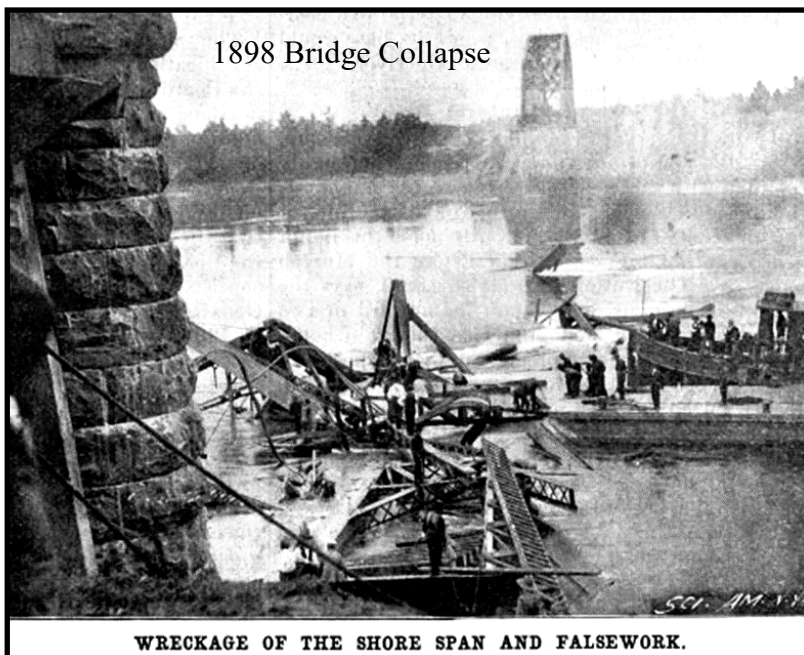
To the United States. Many of the workmen killed and injured were indigenous men from Cornwall Island. The centre span fell in one piece and rolled in the river to the east. The south span collapsed into a mangled pile of ironwork, pinning many of the victims to the bottom of the river. The bridge steel work was being constructed by the Phoenix Bridge Company of Phoenixville, Pennsylvania. The stone piers were installed by Messrs. SooySmith and Co. of the Mills Building, New York City in 1897 and had already withstood the ice of one winter. The victims and injured were retrieved from the river by boat and taken to the wharf in Cornwall where a special streetcar took them to Hotel Dieu Hospital [*Ottawa Citizen*, September 7, 1898 p.7]. On the previous day, Archbishop Duhamel had blessed the line at Embrun. The Archbishop had arrived at 10 a.m. on a special train with 300 Ottawa residents who participated in the special ceremony with much of the population of Embrun and surrounding area. The ceremony ended with three cheers for Mr. Charles B. Hibbard, President of the railway and for the Archbishop, and Reverend Father Forget, the local parish priest [*Ottawa Journal*, September 6, 1898 p.2].

Central trains to New York City. There were two round trips per day with the morning train taking 14 hours and 40 minutes and the afternoon train taking 16 hours and ten minutes to reach New York City. Both trains departed from the Ottawa Sussex Street Station, while a third mixed train departed daily in the early morning. There were no trains on Sundays [*Ottawa Citizen*, October 1, 1900 p.7, June 14, 1901 p.2]. Both the number of passengers and freight increased quickly during the first years of service and had reached 144,295 passengers and 121,347 tons of freight and revenue of \$193,232 for the year ended June 30, 1902. Most of the business was generated on the Ottawa to Cornwall portion of the line. The original construction costs amounted to about \$3,000,000 [*Ottawa Journal*, November 22, 1902 p.9]. Interestingly, the station closest to the international boundary on Cornwall Island was named Us-can.



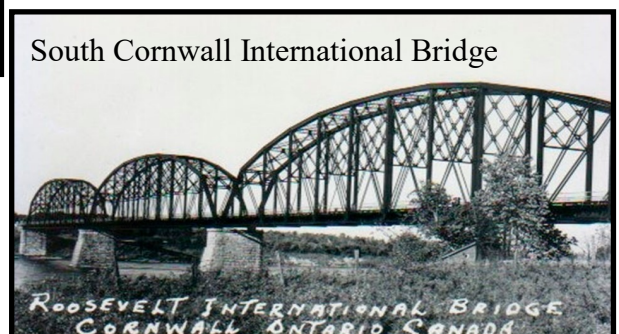
Foreclosure and First Thoughts of Abandonment

However, it was reported in the *Ottawa Citizen*, on August 22, 1902 (Page 1), that a United States circuit court in Utica, New York had ordered the sale of the railway under mortgage foreclosure. The railway was unable to meet commitments to bondholders and mortgagees. A number of attempts to sell the railway in 1903 and 1904 failed to produce a sale, each



International Service Opens

The bridge collapse delayed the opening of the international bridge, which finally took place on October 1, 1900 when the first through train ran to Tupper Lake, New York with a connection by New York



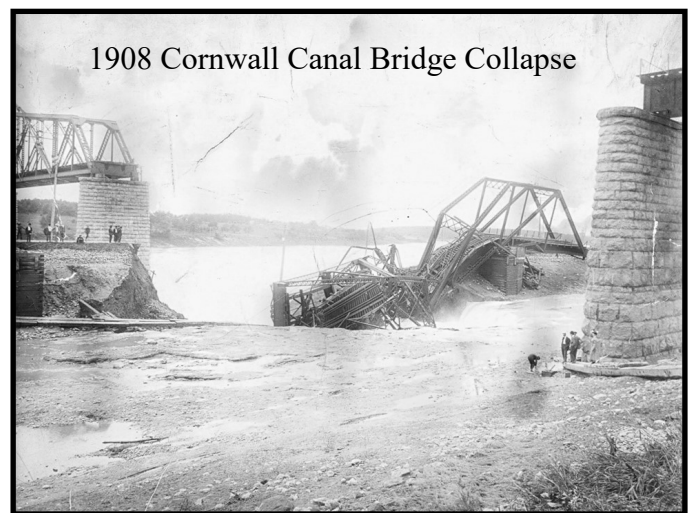
time requiring postponement [*Ottawa Journal*, April 27, 1903 p.1, *Ottawa Citizen*, May 15, 1903 p.10, *Ottawa Citizen*, June 22, 1904 p.9]. The railway also ran into difficulties with the City of Ottawa for failing to fulfill its agreement for the \$75,000 bonus. The bonus agreement included construction of the railway into Ottawa and the relocation of the work shops from Santa Clara, New York, also to Ottawa. Although a workshop building was constructed on Nicholas Street near Gladstone Avenue, little work was taking place there [*Ottawa Citizen*, January 16, 1904 p.11]. In response to possible legal action by the city, the railway finally decided to relocate its workshops in December 1904 [*Ottawa Journal*, December 3, 1904 p.1].

Foreclosure proceedings finally produced a buyer when the line was purchased by agents of the New York Central Railway on December 22, 1904 at St. Regis Falls, New York for a mere \$1,000,000, far less than its original construction cost. Even at that point, abandonment was being considered for much of the American sector of the line. As previously mentioned, its main purpose was to serve a dwindling lumber business, but also the entire line from Nyando, New York (the first station on the American side of the border and named as an abbreviation for the railway name) to Tupper Lake Junction had steep grades. New York Central Trains from there to Utica, New York were almost entirely on a down grade. A further consideration was the failure to extend the line 60 miles to North Creek, New York, which provided a connection to the Delaware and Hudson Railway and its access to coal fields and an even more direct access to Albany and New York City. This was being blocked because the right of way ran through state parks, which was prohibited by state law. Alternate freight routes under consideration included a new 8 mile spur line to Massena Springs, the Grand Trunk connection at Helena and the Rutland line available at Moira, which provided a New York Central connection at Norwood, New York [*Ottawa Citizen*, December 23, 1904 p.4]. The transfer of the line to the new owners was completed at midnight on February 1, 1905 and the new incorporation was under New York and Ottawa Railway Co., although the controlling interest remained with the New York Central Railway. It was hoped that a service controlled entirely by the same railway would improve overall

travel times between Ottawa and New York City [*Ottawa Journal*, February 1, 1905].

The Fourth Catastrophe

The young railway faced yet another catastrophe when the swing bridge over the Cornwall Canal collapsed on June 23, 1908. Canal operators watched helplessly as a breach in the canal bank quickly grew, directing all canal water into the adjacent river channel where a bridge pier stood. This undermined the pier and led to the collapse. Fortunately, nobody was injured. However, it left the bridge on the south bank of the canal in a tangled pile. Until repairs could be completed, river and train traffic were interrupted [*Ottawa Citizen*, June 23, 1908 p.1]. Trains were able to resume on August 15, 1908 over a temporary bridge [*Ottawa Citizen*, August 14, 1908 p.4] and a new permanent swing bridge was put into service by May 1, 1909 [*The Gazette*, March 26, 1909 p.10].



Operations

Ontario's Lord's Day laws had restricted passenger service on the line to six days per week from its inception. Finally, on June 25, 1916, one round trip on Sundays was inaugurated [*Ottawa Citizen*, June 26, 1916 p.1].

The Ottawa and New York Railway was a little railway known for offering special excursion services to increase passenger numbers. Even in its later years, Ramsayville Public School students occasionally travelled from the nearby flag station on the Russell Road into Ottawa.

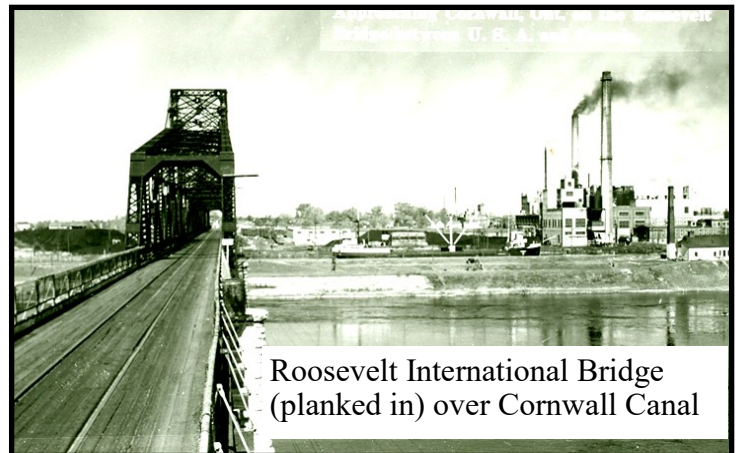
A few published excursions included an Orangemen's Day special service that brought 1,100 passengers into Ottawa for an Eastern Ontario event on July 12, 1900 [*Ottawa Citizen*, July 12, 1900 p.1], and the 'Ottawa Shopping Week Excursion' which offered fares of 35 cents to \$1 for the week of May 13th to May 18th, 1912 [*Ottawa Journal*, April 27, 1912 p.14]. Ottawa stores were specially decorated for the influx of rural shoppers which were brought in by every railway serving Eastern Ontario and Western Quebec. On August 24, 1927, a special eight car train from Tupper Lake, New York, was carrying 500 passengers destined for the Central Canada Exhibition [*Ottawa Citizen*, August 24, 1927 p.8]. Life was very different in those times and one can imagine the excitement of travelling on crowded trains for a special event in the city. A far cry from normal quiet rural life at the time. That last news story also mentioned that many of those visitors were staying for the entire week of the 'Ex'.

The Roosevelt Bridge

On January 20, 1932, the Ottawa and New York Railway and its lessee, the New York Central Railway sought permission from Parliament to change its incorporation to build a floor on its Cornwall bridges, allowing the creation of a toll bridge suitable for horses, carriages, automobiles and foot traffic [*Ottawa Journal*, March 12, 1932 p.27]. It was reported in the *Ottawa Citizen* on December 12, 1932 (Page 3) that the bridge tolls ranging from 10 cents to \$15 were approved by the Board of Railway Commissioners, once open for road traffic. This was highest schedule of tolls ever approved. Improvements to the railway bridge were expected to cost \$150,000.

On June 30, 1934, the newly renamed Roosevelt International Bridge was officially opened. At the same time, the station at Nyando, New York was also renamed as Rooseveltown to honour American President Franklin Delano Roosevelt. Representing the Canadian delegation was Governor General Lord Bessborough and his wife Lady Bessborough while the American delegation was represented by War Secretary George H. Dern. This was the only vehicular bridge crossing between Montreal and Niagara Falls until the Thousand Islands International Bridge opened on August 18, 1938 [*Ottawa Citizen*, August 17, 1938 p.14]. The American and Canadian delegations met at the centre of the south international

bridge for the ribbon cutting at 10 a.m. after a review of the honour guard. This was followed by a luncheon in Cornwall and a parade, which began week-long centennial celebrations for the City of Cornwall and the 150th anniversary of the arrival of the United Empire Loyalists [*Ottawa Citizen*, June 29, 1934 p.1]. The newly 'planked' bridge offered only one lane of traffic and still permitted rail cars to operate. The actual opening date for vehicular traffic was on May 17, 1934 [*Ottawa Citizen*, May 18, 1934 p.1]



The First Abandonment and Decline in Passenger Service

The effects of the decline of the railway due to the Great Depression and competition from private automobiles were already apparent. Despite Tupper Lake being a renowned winter resort, in a hearing at Tupper Lake, the New York Central Railway requested the abandonment of the line south of the international boundary. The New York portion of the line was an increasing money loser. Freight traffic was to be redirected via Malone, New York [*Ottawa Citizen*, August 6, 1936 p.4, August 11, 1936 p.2]. The inevitable happened when passenger service between Helena and Tupper Lake, New York ended on May 6, 1937 with a modest extension to Massena inaugurated on May 7th [*Ottawa Citizen*, May 5, 1937 p.4]. The spiral of decline had begun and on September 26, 1938, the New York Central Railway made a further formal request to the Board of Transport Commissioners to end passenger service between Ottawa and Helena, New York. Losses were increasing every year. Passenger service between Massena and Helena had already been cancelled [*Ottawa Citizen*, September 30, 1938 p.16]. On August 21, 1939, the Board agreed to reduce passenger service from 2 round trips to one per day. It was mentioned that passenger service on the line

had operated at a loss ever since its inception in 1900 [*Ottawa Journal*, August 21, 1939 p.3]. Naturally, this led to an accelerating decline in passenger traffic and even greater losses.

Effective January 1, 1941 and due to declining passenger numbers and revenues, it was decided that Ottawa and New York passenger trains no longer use Ottawa Union Station. Instead, trains would arrive and depart from its freight station at the south end of Nicholas Street. This was to save the railway \$16,000 per year. Ottawa Electric Railway buses on the Templeton line were routed to provide access for arriving and departing trains at the new location [*Ottawa Citizen*, November 15, 1940 p.30].



New York Central Ottawa Station—Nicholas Street

Abandonment of Passenger Service

The *Ottawa Journal* on May 23, 1951 (Page 1, 14) reviewed the decline of passenger service since 1937 and reported another application to discontinue passenger service at a meeting of the Board of Transport Commissioners taking place on June 25th. At that meeting, testimony revealed that northbound trips averaged only 3.75 passengers with the southbound average at 5.41 passengers. Train capacity was 133 passengers per trip. It was also revealed that freight losses were actually higher, a sign of things to come [*Ottawa Journal*, June 27, 1951 p.2]. The final summer passenger train ran on August 15, 1951, with service to resume between November 1st to April 30th. At that time, road transportation and bus service were not considered reliable in rural areas during the winter months [*Ottawa Journal*, July 25, 1951 p.16]. Another attempt to entirely cancel passenger service was requested in 1952. At that time, it was mentioned that most of the rail route was covered by bus service offered by Colonial Coach and Cardinal Coach Lines [*Ottawa Journal*, June 27, 1952 p.2]. A final attempt to discontinue passenger was requested in 1954. This time, Ottawa

City Council did not oppose the closure provided that emergency train service could be requested in the event that bus service was unable operate due to bad weather conditions. The last passenger train ran on April 24, 1954 and service discontinuance was authorized on July 15, 1954 [*Ottawa Citizen*, April 6, 1954 p.28, *Ottawa Journal*, May 4, 1954 p.5].

The Final Abandonment and the St. Lawrence Seaway

But what would lead to the abandonment of the rail line entirely? It was its largest piece of infrastructure and asset, the Roosevelt International Bridge. What was coming in the 1950's was the St. Lawrence Seaway, and that bridge was in the way and would need to be replaced to allow larger ships to pass. The Board of Directors proposed closure of the line at its September 18, 1956 Annual General Meeting. Economic conditions did not make it feasible to build a new south bridge that would be compatible with the soon to be built St. Lawrence Seaway. Alternate right of ways and new bridges had been considered but all were considered too expensive and the Seaway Commission ultimately had offered an incentive to abandon the railway. The sale of stations, sheds, warehouses, and the right of way were to be determined by the shareholders [*Ottawa Journal*, August 27, 1956 p.2]. Abandonment was approved by the Board of Transport Commissioners on January 18, 1957 [*Ottawa Citizen*, January 19, 1957 p.23] and the last train left Ottawa at about 3:30 p.m. on February 14, 1957, picking up any remaining rail cars as it moved south. [*Ottawa Citizen*, February 15, 1957 p.29]. Final abandonment became official on March 22, 1957 and the track was lifted by June of the same year.

Demolitions and Bridge Replacement

The CNR paid the New York Central railway \$4,500,000 but this amount covered 'more than the right of way' between Ottawa and Cornwall [*Ottawa Citizen*, December 9, 1957 p.24], but little of the line would ultimately be used and most of the track was lifted. There was a tender closing on March 25, 1958 for the removal or demolition of the railway office and freight sheds at 389 Nicholas Street [*Ottawa Journal*, March 14, 1958 p.43]. Demolition of the south span of the Roosevelt International Bridge commenced on April 1, 1958. Until a new

bridge with 120-foot clearance was completed, a ferry service was offered [*Ottawa Citizen*, March 29, 1958 p.34]. The new suspension bridge opened on December 1, 1958 [*Ottawa Citizen*, December 1, 1958 p.2].

The north span of the Roosevelt International Bridge over the Cornwall Canal did not interfere with seaway construction, so it remained in service but its one lane right of way demanded replacement in the not too distant future. The new north span high-level seaway bridge opened to traffic on July 3, 1962 [*Ottawa Citizen*, July 4, 1962 p.43, picture]. The old bridge was dismantled in 1965 with a contracted completion date of October 31st [*Ottawa Journal*, July 9, 1965 p.8].

Remnants of the Ottawa and New York Railway

The Alcan siding from Walkley Road following Leeds Avenue and leading to the North Freight shed at the Alta Vista Freight terminal remained until about 2002.

The Ramsayville spur remained until 1973 and was lifted to make way for construction of Highway 417.

No track now remains in the Ottawa area.

A railway spur running north from Helena, New York to near the former Roosevelt International Bridge accessing a few industrial buildings still exists.

There is a section of track from north of Tollgate Road to almost Seventh Street West in Cornwall that is still in use.

The right of way between Embrun and Russell is now a popular multi-use pathway.

For more information, check <https://www.nyc-ottawadivision.com/>

To renew or become a new member, please complete this form and return it to the address below with your cheque. Memberships may also be purchased on our website.

Membership Form—Gloucester Historical Society/Société historique de Gloucester (Membership year runs from April 1 to March 31.)

Please note that we have added a new category of long term (10 year) membership and discontinued life memberships. Current life members will continue to be honoured. Details are below.

Annual Membership/ - \$20.00 for one year.....

10 year Membership \$150.00

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Donations are always welcome. We are a registered charitable organization and provide tax receipts.

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